

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE "CHINA MAIL."
THE MOST READ AND LEADING PAPER.

The China Mail.

ESTABLISHED 1843.

GOLD MEDALS, PARIS 1875, 1889
JOSEPH GILLOTTE'S
PENS.
Of Highest Quality, & Having Greatest
Durability, are Therefore
CHEAPEST.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS.
Patent Pens, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

No. 11,768

號八廿月一十年百九千一英

HONGKONG, WEDNESDAY, NOVEMBER 28, 1900.

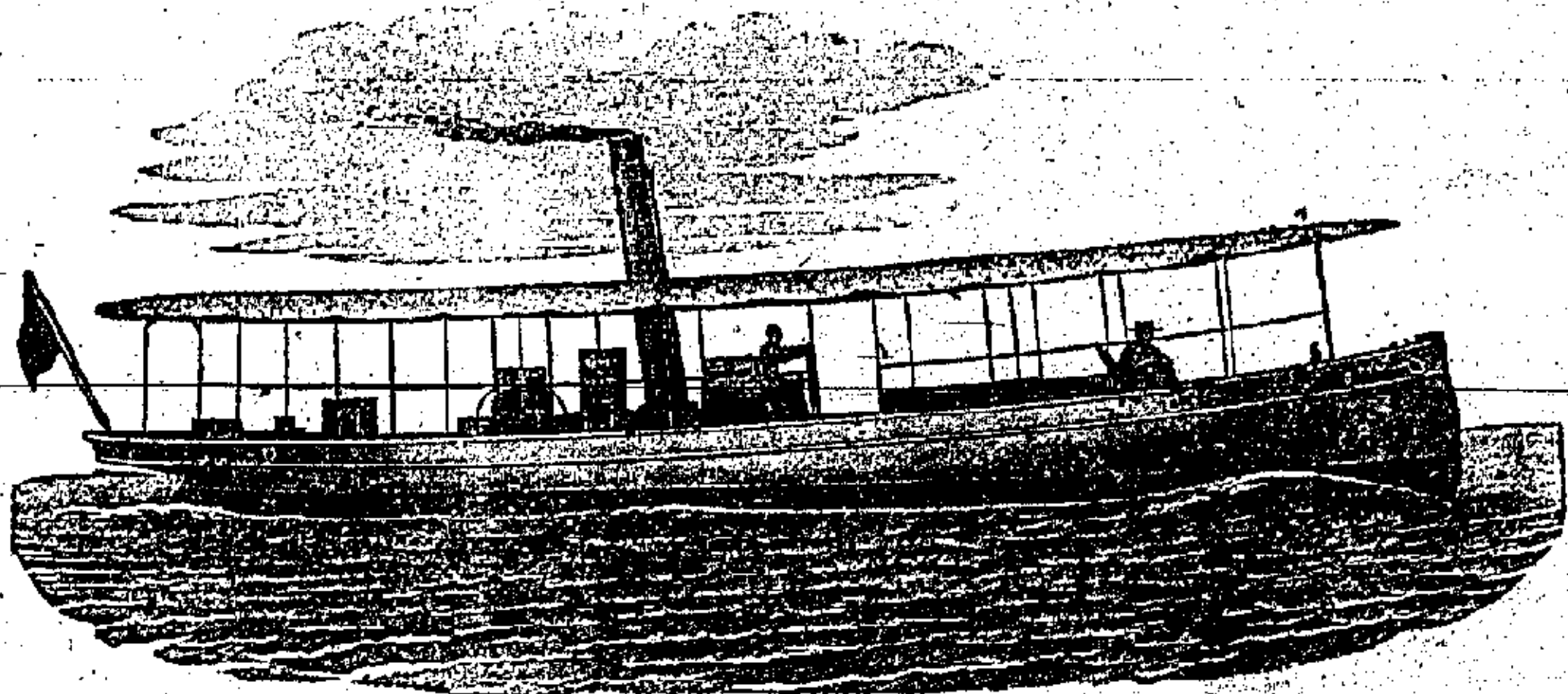
日七初月十年子庚

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,

Engineers and General Merchants,
17, PRAYA CENTRAL.



ENGINEERING AND SHIPBUILDING WORKS,
With 500 feet frontage to Kowloon Bay, and Complete with most
Modern Machine Tools, and Staff of Skilled Mechanics.
Light Draft Steamers, Launches, Tug Boats, Barges,
Etc.

THE Peak Hotel.

CITY OFFICE,
7, DUBBEL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms,
Apply to the MANAGER. 741

BOARD AND RESIDENCE.

'GLENWOOD,'
21 CAINE ROAD, near the Italian Convent.
MRS. GILLANDERS.
Hongkong, October 2, 1900. 2010

NOTICE

TO whom it may Concern, This is to give
Notice that EDWARD VOUGHT
is now MASTER of the Ship **SERRA
CORDOZA**.
Hongkong, November 23, 1900. 2242

THE PUNJON MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN, That an
EXTRAORDINARY GENERAL MEETING
of the above-named Company will be
held at the Company's Office, No. 9, Des
Voeux Road, Victoria, in the Colony of
Hongkong, on Saturday, the 30th day of
December, 1900, at Noon, for the purpose
of Considering and, if thought fit, Passing
the A or B Resolutions following, viz:—
Resolutions A.

1. That the Capital of the Company be
increased by the creation and issue of
60,000 New Ordinary Shares of \$10
each, with the sum of \$8 paid up on
each, and that the Directors be em-
powered and authorized to accept
surrenders of the present 60,000 Ordinary
Shares of the Company of \$8 each on
which the sum of \$8 has been paid up,
and that one New Share of \$10, with the
sum of \$8 paid up thereon, be given in
exchange for each of the old shares of \$10
paid up, and that thereupon the said
old shares be cancelled.
2. That of the remaining \$2 payable in
respect of each of the New Shares, the
sum of \$1 be paid on the surrender of
the old share, and that the residue of
the old share, called up and paid at
such times and in such instalments as
the Board may determine.

Resolutions B.

1. That the Capital of the Company be
increased by the creation and issue of
60,000 New Ordinary Shares of \$12
each with the sum of \$8 paid up on
each, and that the Directors be em-
powered and authorized to accept
surrenders of the present 60,000 Ordinary
Shares of the Company of \$8 each on
which the sum of \$8 has been paid up,
and that one New Share of \$12, with the
sum of \$8 paid up thereon, be given in
exchange for each of the old shares of \$10
paid up, and that thereupon the said
old shares be cancelled.
2. That of the remaining \$4 payable in
respect of each of the New Shares, the
sum of \$1 be paid on the surrender of
the old share, and that the residue of
the old share, called up and paid at
such times and in such instalments as
the Board may determine.

Should either of the above Resolutions be passed by the majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,
M. H. CASKELL,
Secretary.

Hongkong, November 24, 1900. 2278

THE Robinson PIANO Co.

Are introducing **TWO ORIGINAL DESIGNS** of their well-known PIANOS
"Made in Hongkong," and as they are gradually increasing their staff of workmen
and have always from Fifteen to Twenty Pianos in course of construction, they can
now guarantee completion of orders within a few days. **Samples can be inspected
at our Show Rooms.**
Valuable Instruments perfectly restored and modernized.

THE VICTORIA DISPENSARY.

DAKIN'S ANISEED & LICORICE COUGH BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,
HOARSENESS, and SORENESS of the THROAT.
Price 50 Cents and \$1.

CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases
of the CHEST and LUNGS. Price \$1 per Bottle.

VICTORIA DISPENSARY, QUEEN'S ROAD.

榮 CHEE WING. 榮

DEALER IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1237

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils
for the VIOLIN, MANDOLINE
and PORTUGUESE GUITARRA.
For Terms, Etc.,
Apply to
LANE, CRAWFORD & Co.,
Music Department,
or ROBINSON PIANO Co., Ltd.,
Hongkong, November 8, 1900. 2253

THE HONGKONG STEAM WATER- BOAT CO., LIMITED.

CAPITAL ... \$75,000.

Divided into 7,500 Shares of \$10 each.
Payable \$5 on Application and the
Balance to be Called up as may
be required.

Consulting Committee:
LIAO Tze Sang, Esq.,
(Manager, CHINA MERCHANTS STEAM
NAVIGATION CO., LIMITED),
CHAU Siu Ki, Esq.,
(Manager, HONGKONG AND KOWLOON LAND
AND LOAN CO., LIMITED).

Manager:
J. W. Kew, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING
CORPORATION.

Solicitors:
Messrs. WILKINSON & GRIFF.

OVER 5,000 Shares have been AL-
READY ALLOTTED.

The SHARE LIST will CLOSE on the
30th November, 1900.

Application Forms may be had at the
Company's Bankers' Offices, HONGKONG
AND SHANGHAI BANK, and at the Company's
Solicitors' Offices, Messrs. WILKINSON and
GRIFF.

PROSPECTUS.

The object for which it is proposed to
form the above Company is the acquisition
and extension of the business now carried
on by Mr. J. W. Kew, of supplying with
Fresh Water the ships on "the harbour
of Hongkong."

In consideration of the transfer by the
vendor to the Company of 1 1/2 steamboats,
pumps, hose, good will, &c., he reserves
the sum of \$35,000.00 of which he is willing
to take \$20,000 in fully paid up shares in
the Company. Mr. Kew undertakes and
guarantees the payment of a dividend of at
least 10 per cent. to the Shareholders for
the first two years of the existence of the
Company.

Hongkong, November 8, 1900. 2248

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS.

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.
JOHN BROWNHILL, Superintendent.

LANE CRAWFORD & CO.

ST. ANDREW'S BALL.

Patent, Court and Dress Shoes.

White and Lavender Gloves.

Dress Shirts.

White Muslin and Haircord Dress Ties and Bows.

Lane, Crawford & Co.



G. H. MUMM & CO'S

EXTRA DRY CHAMPAGNE.

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

THE PHARMACY, 10 Queen's Road Central, Hongkong.



ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT AND 'GLENDOCK' WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.
Manager, RICHARD FLINT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL PROVIDED WITH EVERY COMFORT.
NEWLY FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.
THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.
Sole Importers,
F. BLACKHEAD & Co.

MUSIC LESSONS.

MR. EMIL DANENBERG, A. MUS. L. C. M.,
receives Pupils for advanced PIANO,
FOURTE PLAYING, HARMONY, and COUNTER-
point.
Conches for Examinations.
For Terms, Etc., Apply, at
The Robinson Piano Co.,
22, PRAYA CENTRAL.

Messrs. LANE, CRAWFORD & Co.
Hongkong, September 1, 1900. 1891

NOTICE.

MR. CURRALLY JAN MAHOMED,
being about to proceed to BOMBAY,
Mr. AHMED RAHIM, Assistant Chairman
of my Business from this date, and is
authorized to Sign the Firm in Hongkong,
China and Japan.

ERABHIMHOY-PABANEY.
Hongkong, November 27, 1900. 2393

NOTICE.

STEARNS' Colling at AMOY can be
Supplied with the Highest Class of
JAPANESE BUNKER COAL.
For Terms, Etc., apply to
LAPRAIR, CASS & Co.
Amoy, 10th October, 1900. 2143

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
8, VICTORIA TERRACE, TIENTSIN,
10, Des Voeux Road Central, HONGKONG.
Dr. PETERSON who is at present in
North may be expected back in
December.
Hongkong, November 7, 1900. 1833

Business Notices.

CHOCOLATES!

CHOCOLATES!!

CHOCOLATES!!!

JUST ARRIVED FROM ENGLAND A LARGE ASSORTMENT
OF CADBURY'S PURE CHOCOLATES AND
CONFECTIONARY.

CAN BE SUPPLIED IN BULK OR FANCY BOXES.

Watkins' Limited,

Chemists, Aerated Water Manufacturers, &c.
66, QUEEN'S ROAD CENTRAL. 1146

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.

In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS. 2635

Pianoforte Tuning, Repairing, Etc.

Having increased our Staff efficiently, we are prepared to receive additional Annual
or other Tunings, and to guarantee satisfaction. Repairs can also now be undertaken
with confidence, our new assistants being conversant with the needs of Pianos in
a Climate such as Hongkong.

LANE, CRAWFORD & Co.

CHAS. HEIDSIECK'S

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry, Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM
'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,
No. 9, Queen's Road Central,
Entrance by Lee House Street, (New Victoria Hotel).

2716

	1 doz.	2 doz.	4 doz.
VIN ORDINAIRE	\$4.00	\$8.00	\$16.00
MEBOC	4.50	9.00	18.00
ST. EMILION	5.00	10.00	20.00
MARGAUX	6.00	12.00	24.00
ST. JULIEN	6.50	13.00	26.00
ST. ESTEPHE	7.00	14.00	28.00
CH. LEOVILLE	11.00	22.00	44.00
CH. LAROSE	11.00	22.00	44.00
ZINFANDEL	4.50	9.00	18.00
CALIFORNIA	5.00	10.00	20.00

An allowance of Seventy Five Cents per dozen is made for quarter
Bottles when returned to our Godown. Special rates for Hospitals.

H. PRICE & Co., 12, Queen's Road.

JUST LANDED.

EX. S.S. SUBRAON.

LADIES' EVENING GLOVES,
AND CHILDREN'S KID GLOVES,
FANCY GAUZE MATERIALS AND TRIMMINGS,
WHITE AND COLOURED FEATHER FANS,
&c.

GENTS' GOLF GLOVES,
DRESS DOWNS AND TIES,
EVENING SHOES & PUMPS, &c.

W. POWELL & CO.,

43, Queen's Road Central.

CANADIAN CLUB RYE WHISKY.

THIS DESERVEDLY POPULAR WHISKY IS NOW TO
BE OBTAINED IN FINE FLASKS, AND IN THIS FROM
WILL BE FOUND INVALUABLE FOR THE USE OF
SPORTSMEN AND OTHERS.

PER CASE OF 16 FLASKS ... \$19.00

SINGLE FLASK ... 1.25

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, November 24, 1900. 2042

'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, \$2.30 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

MEMOS. FOR TO-MORROW.

Shipping.
5 p.m.—Dismantle leaves for Manila.
Meeting.
5.30 p.m.—Meeting of Eothen Maric Lodge.
Miscellaneous.
Goods per *Uchiki* must not cleared after this date subject to rent.

General Memoranda.

FRIDAY, November 30
Goods per *Uchiki* not cleared at 4 p.m. subject to rent.
SATURDAY, December 1.
9 p.m.—Meeting of Zealand Lodge.
MONDAY, December 3.
9 p.m.—Performance of the A. D. C., in the City Hall.
SATURDAY, December 8.
Noon.—Meeting of Shareholders of the Panjion Mining Company, Ltd., at the Company's Office, No. 9, Wyndham Road.

CHINESE SCHOOL BOOKS:

I.—Sam Tze King.
II.—Tsai Tze Man.
Translated into English by Dr. F. J. EITEL.
PRICE: 30 Cents the Set.
CHINA MAIL, Office, 5, Wyndham Street.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, November 28, 1900.	
BAROMETER—9 A.M.	29.95
Do. 1 P.M.	29.90
Do. 4 P.M.	29.85
Thermometer—9 A.M.	72
Do. 1 P.M.	75
Do. 4 P.M.	78
Do. (Wet bulb) 9 A.M.	65
Do. Do. 1 P.M.	70
Do. Do. 4 P.M.	75
Do. Maximum	78
Do. Minimum	62

Opium Quotations.

HONGKONG, November 28, 1900.	
New India, cash	942 1/2
Old India, cash	897 1/2
New Malacca, credit	770/780
Allowance, Tels.	not 1 cent
Allowance, Tels.	790/810
Allowance, Tels.	not 1 cent
Allowance, Tels.	820/830
Allowance, Tels.	not 1 cent
Persian, Oily, cash	840/860
Allowance, Tels.	840/860
Persian, Paper tied long	840/860
Allowance, Tels.	840/860

Exchange.

HONGKONG, November 28, 1900.	
On London	21 1/2
Bank, Wire	21 1/2
On demand	21 1/2
30 days sight	21 1/2
4 months sight	21 1/2
6 months sight	21 1/2
Documentary, 4 months sight	21 1/2
On Paris	2 63
On demand	2 63
Credita, 4 months sight	2 63
On Berlin—Demand	2 14
On New York	52
On demand	52
Credita, 90 days sight	52
On Bombay	156 1/2
On demand	156 1/2
On Calcutta	156 1/2
On demand	156 1/2
On Singapore	187 1/2
On demand	187 1/2
On Manila	187 1/2
On demand	187 1/2
On Shanghai	71 1/2
On demand	71 1/2
30 days sight (private paper)	72 1/2
On Yokohama	21 1/2
On demand	21 1/2
Gold Leaf, 100 fine, (per tael)	\$50.00
Sovereigns (Bank's buying rate)	\$3 9.50
Silver (per oz.)	22 1/2



A. S. WATSON & CO.,
LIMITED.

PURE
CONFECTIONERY
IN GREAT VARIETY.

Imported from the Leading LONDON
and PARISIAN Houses, from the
simplest to the most recherche
kinds.

INTENDING SENDERS OF
CHRISTMAS
And
NEW YEAR CARDS
will find in our
SPECIAL-SELECTED STOCKS
a Tasteful, Pleasing and Refined
Assortment.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

MARRIAGE.

On the 24th Oct., at the church of St. Paul's, St. Leonards-on-Sea, by the Rev. H. Sinclair Brooke, Vicar of St. Peter's, Pombury, assisted by the Rev. Forbes E. Winslow, Vicar of the parish, WILLIAM STROUD STRAIN, second son of the late Major C. H. Douglas and Mrs. Healy Douglas of Pombury House, Wimborne, to Gwendoline Ethel, older daughter of the late NICHOLAS CRAWFORD, Esq., and Mrs. Crawford, 42, Magdalen-road, St. Leonards-on-Sea.

28.—The publication of this issue commenced at 5.25 p.m.

The China Mail.

HONGKONG, WEDNESDAY, NOVEMBER 28, 1900

It is not often that a Monthly can command a contributor more illustrious and more fitted for his task than Sir R. Hart, G.C.M.G. The editor of the *Fortnightly* has therefore been exceedingly fortunate in being able to secure from the pen of the famous Director of the Chinese Imperial Maritime Customs a contribution in which he sets forth his recent experiences in Peking, and further, deals with the general question of the rise and spread of the Boxer movement. Sir Robert should be able to command special facilities for securing information, and therefore for enlightening the public on any matter concerning the Chinese, if he cared to avail himself of it. His life-long and most intimate connection with the country has made her as familiar to him as the village to the village schoolmaster, and the 'beat' to a wide-spread policeman. He has been brought into the closest contact with the most famous Chinese statesmen of the nineteenth century, not in the perfunctory way which begins and ends in the mere sending and receiving of diplomatic despatches, but in personal contact with these gentlemen, whereupon there have been personal conversations and the mutual exchange of ideas. The inner workings of Chinese finance must also be more or less familiar to him, more indeed than to any other living statesman. The position which he has held so long and with such conspicuous ability, places him on a vantage ground for seeing 'Things Chinese' which is altogether denied to the diplomat, the company-promoter and the globe-trotter. The brilliant writer would be fully equipped for his work by his peculiar position, as well as by natural gifts and by his training. There is no drawback. It is said that Chinese characters and Chinese books have a strange fascination for all European students, after the initial drudgery time has overcome, and that at the same time they have the power to increase the magnitude of China's affairs out of all proportion to their real importance and to minimize the triumphs of the West. Sinologists are apt to become like unto the types which they study, till they are fascinated by their supposed excellencies.

We are not sure but that some tendency towards this inevitable result may be traced in the statements of this writer. 'The first doings of the Boxer patriots show that their plan of operations was, on the one hand, to destroy Christian converts and stamp out Christianity, and thus free China from, in their eyes, the corroding influence of a foreign cult, and on the other not to hurt or kill, but to terrify foreigners, and frighten them out of the country, and thus free China from foreign trespass.' It would be interesting to know the authority for this statement. Is it based on the facts before the world, or is it to be traced to some private source of information to which others could have no access? The history, if recent events can be dignified with this name yet, would appear to prove that the Chinese had no such distinction in their mind, and that they made no efforts to 'terrify foreigners and frighten them out of the country,' except by cutting them down with their knives and by burying them in the nearest ditch—and not always that. It is perhaps true that the first attack was directed against the native Christians, of whom a few were killed in the first days of June as the reports prove; but on June 21st the Revs. H. V. Norman and Robinson of the Church of England mission, were murdered at Yung Ching and their bodies mutilated. Thereafter we have been unable to discover any trace or desire on the part of the Chinese to use any other means except the sword and the gun in order to drive out Europeans. In fact half a century's experience must have proved to the mandarins that this is the only way of getting rid of them. Extraneous tactics have never availed and never will. Individual men and women may have been 'frightened out of' some particular district, but they have always returned in order to put the frightened ones more firmly than ever. To attempt to 'frighten away' foreigners would be regarded like any attempt to frighten away the plague which they know must come. It seems, then, impossible to accept the assertion that the Boxers did not wish to kill foreigners, when all the blood-red facts clamour for the opposite decision, except perhaps that the Chinese would have been rather grateful to foreigners if they had run away and left them, in peace, to gorge themselves like vultures on their dead fellow-countrymen who happened to be Christians. That they expected this it is impossible to believe. That they attempted to effect this it is impossible to maintain.

To Sir Robert Hart the outlook is gloomy in the extreme. Twenty mil-

lions or more of Boxers, armed, drilled, disciplined and animated by patriotic, if mistaken, motives will make residence in China impossible for foreigners, will take back from foreigners everything that foreigners have taken from China, will pay off old grudges with interest, and will carry the Chinese flag and the Chinese arms into many a place that even fancy will not suggest to-day, thus preparing for the future upheavals and disasters never even dreamt of. This is a picture whose colours are lurid with flame, and dark with smoke—a picture, in fact, such as the medieval painters would revel in were they painting a scene from the infernal world. If the Boxers of the future are to be animated with the spirit which animates their fellows to-day, then indeed there will be some terrific times for our children when we are dead and gone. Is there then no hope that this dread avalanche of bayonets, of swords and of bullets upon the prosperous West will be avoided? Apparently not. In fact, the course assumed to be the only one possible is the very one which will 'hurl these scurried ranks' against the West. The triumph of Christianity in China is assumed to be an impossible consummation. If it were possible, then China might be converted into the friendliest of 'Friendly Powers.' Probably the most enthusiastic of missionaries hardly expect this solution of the present difficulty. Yet we might point out that within the lifetime of Luther, all the north of Europe was converted from Roman Catholicism to Protestantism—no mean triumph, and as unexpected as it was great. Within the lifetime of missionaries not long deceased, the idolatry of Fiji was overthrown, and to-day it is said to be practically extinct. These are modern instances. And further it might be pointed out that when Hung Sau-tsun, the fanatical leader of the Tai Ping, began to preach against idol-worship, before he showed any anti-Manchu bias, he numbered his followers by thousands. It is not an impossibility. Still this solution of the difficulty has been ruled out of court, and we see no sufficient reason to re-introduce it.

If the powers could agree among themselves and partition China at once, put down militarism with a strong hand, and employ their own race for military and peace work, it is possible that the peace-loving and law-abiding Chinese might be kept in leading strings till the lapse of centuries has given other civilizing influences time to change the tendency of the national thought. But this too is regarded as impossible. We don't see why. It is quite certain that it could be done. That it will have to be done many think certain. With no intention on the part of the powers to attempt measures so drastic, facts may prove too stubborn for these who have to face them. The Chinese Government, like an old decayed tooth, when it is presented to the dentist for inspection, may be found to 'be too much decayed to be stopped.' It may have to go, to make room for something better.

But suppose we accept the course suggested by Sir Robert: 'The recognition of the existing dynasty would be the easiest solution for all the powers to acquiesce in, and would restore general tranquillity more quickly and more effectively than any other action.' Obviously he is tender towards the reigning dynasty. This is natural. He has lived under its shadow for long years, and no doubt has discovered in individual members many who have shown pleasing sides of character. He naturally therefore feels some regret at the thought of its extinction. Yet it is difficult to see how any one can advocate a course which will involve our children in such calamities. Should we not root up the evil when it is a seed rather than allow it to attain to full dimensions and fall upon our children? For ourselves, we believe that whatever solution the necessities of the case may demand, the countries of the West will have no need to fear an irruption of the Yellow race. The Chinese have it in them. If fighting were to cease to-morrow, every active that is necessary to the creation of a fighting force would quiesce into its normal condition of perpetual indifference. As we have said before, the desire of war is not in the blood of the Celestial, and one can put it there. Whatever advance China may make in the improvement of her weapons, and the character of her armies, the West will always be well in advance of her, so that we have nothing to fear. More than once this logic has been urged forth and used as an appellation to terrify the West, but when approached, it has been found to be nothing more than a 'fabric of a dream.'

Financial Prosperity.

A note in the *Japan Mail* says:—Reports for the fiscal year recently ended of the national banks of New York city display prosperity. Of forty-four banks five failed to pay dividends and four failed to increase the surplus capital. One bank paid 100 per cent dividend, another 100 per cent, and a third paid 45 per cent. One bank paid 40 per cent and another 20 per cent. Right paid 10 per cent, five 7 per cent, six 6 per cent, five 10 per cent, three 12 per cent, two 16 per cent, and one 18 per cent. Besides paying these dividends, they added to their surplus capital an average of over 10 per cent, the total increase in surplus amounting to \$11,550,000. The First National's increase was 270 per cent.

Stearns' Wine of God Liver Oil is perfectly palatable, easily taken and an invigorating and bracing tonic. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

LOCAL AND GENERAL.

Notes by the Way.

General Yamaguchi has sent to the Mikado, as mementoes, parts of the gates of Peking captured by the Japanese on the 14th of August.

Lady and Miss Blake returned yesterday, from the Conference on the Home Life of Chinese women at Shanghai, by the German mail steamer *Stuttgart*.

H.M.S. *Sandpiper*, along with one of the lighters which brought her across the harbour, sunk again yesterday opposite the Naval Yard Extension.

The *Japan Times* says that 'the Allied campaign in China has been attended by such inhuman excesses as will remain a lasting reproach to the civilisation and honour of the countries to which the cruel brutes belong; and it adds: 'We may nevertheless question the wisdom of stirring up this ugly subject.'

The numerous friends of Mr. P. S. Primrose, late master of H. M. War Department vessel *Zenobia*, will be pleased to learn that he has secured 'the more important position as Master' of the *Telmachus*, a vessel of about 1,000-ton burden plying between Hongkong and Saigon. We wish the genial Captain success in his new appointment.

Attempted House-breaking.

Chen Su, of no fixed residence, was charged, at the Magistracy to-day, with attempted house-breaking. He went to a house at No. 3 U Hing Lane, where he succeeded in removing the lock, but found that the door would not yield. He retraced his steps taking the lock with him. He was not at the foot of the stair, however, and handed over to the police. He had been three times previously convicted, so Mr. Hazland ordered him to be confined for a month, with hard labour.

Waylaying Strangers.

At the Magistracy to-day, a lafter named Tang Kai was charged with the larceny of a blanket and also with assaulting Pan Shin, gardener. It seems that Pan Shin arrived with some others from Canton yesterday. Shortly after landing they were set upon by some roughs, who threw stones at them and beat them with bamboo. In the melee complainant lost his blanket. Prisoner was found not guilty on the first charge, but was awarded with three months' imprisonment for the second offence. We have had occasion to comment before about this gang of roughs who waylay strangers from the interior.

The Hongkong Farms.

Our readers will remember that the Quarry Farm was sold the other day for a sum nearly double that obtained last year—that is to say, \$41,000, as against some \$21,000 more or less. It should be mentioned, however, that the sphere of action of the farm has been somewhat extended for the incoming contract. Now comes the great Opium Farm, which always plays a prominent part in the finances of any Eastern Colony where Asiatics do congregate. For the last three years' monopoly of the sale of prepared opium, a fee of \$31,000 per month, or \$372,000 per annum, was obtained for the usual 3 years' term. For the three years ending after the expiration of the present term, a three-years' contract has just been entered into at the substantial advance of \$62,500 per month, or \$750,000 per annum. This means an increase in the revenue of \$375,000 per annum, or a total addition to the revenue of a sum amounting to no less than \$1,125,000 for the next three years. Whatever may be said concerning the permanency of such a source of revenue, this welcome increase should facilitate the carrying out of many a programme of improvements in the Colony which has hitherto been blocked by lack of funds.

Lady Blake on the Chinese.

The concluding meeting of the Western Conference was held in the Presbyterian Mission Hall, Shanghai, on November 23. In the course of his address, Mr. James Jones said the Chinese were all born tired, and in his opinion they would never get over it. If the Chinese could become thorough like their English brothers and sisters, then indeed would there be danger of 'the Yellow Peril.' There was no danger at the present, because the Chinese would never exert themselves to the point that Europeans or Americans would. Whilst he was willing to admit that they could readily grasp a point, (especially did he notice it in regard to the manipulation of machinery) at the same time they were devoid of energy. They were only 'about,' and never could become absolutely thorough. Lady Blake remarked that she was of opinion that Mr. Jones was mistaken, and quoted an individual in Hongkong who had proved himself capable in every respect. She further remarked:—'The greater number of the ill and diseased in the West of Chinese women, I cannot help thinking, must be eradicated by the women of China themselves; all that outsiders can do is to place the means of doing so within their grasp. As year by year the number increases of enlightened and enlightened Chinese ladies, trained in Western science and mores of thought, while retaining their own distinctive characteristics, so will each of them prove a strenuous counter force from which rays of good influence will reach out to their countrywomen.'

LOCAL AND GENERAL.

The Pacific Trade.

The *New York Times* states:—Mr. E. H. Harriman, the successor of the late Mr. C. P. Huntington, in the control of the Pacific Mail Company, and his colleagues have taken over the majority of the Pacific Mail capital stock. Mr. W. K. Vanderbilt is associated with Mr. Harriman. Under the new control the company's affairs will be revolutionised, and many steamships will be added to the present fleet. This will render possible a continuous transportation system, virtually under one management, from the Atlantic to the Pacific coast, and thence direct to the Far East, thus securing the China trade, and incidentally that of the Philippines.

Strike of Coaling Coolies at Nagasaki.

On Nov. 15, says the *Nagasaki Press*, about 900 coaling coolies went on strike, owing to the refusal of the local coal merchants to comply with the coolies' demand for an increase of wages. There are about 2,000 other coolies engaged in coaling at this port, and they also threaten to strike work if their wages are not increased. As matters looked threatening, Mr. Furukawa, Superintendent of the Nagasaki police, intervened, and is now reported to be exerting his influence to bring about a settlement of the trouble as soon as possible. The strike was amicably settled on November 17 by the coal dealers agreeing to increase the coolies' wages to 20 sen per sack of coal, but promising to give the merchants a further remedy to give no further increase.

The Change of Admirals.

It is said that there will, after all, be some delay in carrying out the changes announced in the commands of the Channel and China Squadrons. They are expected to occur, says a naval correspondent, but wisdom has prevailed and they are not to be hurried on. There are many reasons for the alteration of a decision hastily reached. In the first place, Sir Compton A. Druville has plenty to do with his Eastern Command, and does not at present want the command of the Channel Fleet. In the second place, it is hard policy to 'sweep horses when crossing a stream,' and Sir Edward Seymour is doing such good work in China, and is so thoroughly in touch with the situation, that it would be a pity to remove him. Under the circumstances it is likely that both Sir Harry Rawson and Sir Edward Seymour will retain their appointments for an additional twelve months.

Tipping the Steward.

In his recently published book on his South African experiences, Lord Rosslyn makes the following protest against steamship tipping:—'It is really a disgrace that the Steamship Company should wink at a system which I am told has been prevalent from time immemorial, instead of being suppressed, grows worse and worse. We have a big enough sum to pay for passage money, but what would you say if the landmaster came to you, as secretary of the sports committee, and asked if you would contribute to a fund of a sum of money for the band on the subscription and what would you say if, after £10 had been handed to them by the generosity of the passengers, the landmaster announced that he could not draw until a further £20 was sent to the band and other stewards.'

Provisioning Reserve Ships.

In future the ships in our Fleet Reserve are to have food for the crew as well as for the guns kept aboard them. Hitherto the placing of provisions aboard a warship has been an inflexible rule that would be shortly commissioned; but in order, presumably, to keep the vessels in the greatest possible state of preparedness, the Admiralty are now provisioning all those that would be first called upon in an emergency. In the past only common shell and the most dangerous explosives, together with biscuits and tinned meats, have been kept aboard our Fleet Reserve ships. Their supplies of biscuits, rum, &c., have been piled up in the victualling yards some considerable way off. In huge storehouses, strong enough for use as arsenals, in so far as the thickness of the walls goes, each ship's quantity of provisions, and the Admiralty are now provisioning all those that would be first called upon in an emergency. 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Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship **HANGCHOW**, Captain **PEARCE**, will be despatched as above on **THURSDAY**, the 29th Inst., at Noon.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 27, 1900. 2240

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship **CATHERINE APCAR**, Captain **J. G. OLIVER**, will be despatched for the above Ports on **THURSDAY**, the 29th Inst., at 3 p.m.

For Freight or Passage, apply to **D. SASSOON, Sons & Co., Agents**, Hongkong, November 27, 1900. 2284

OREGON AND ORIENTAL STEAMSHIP COMPANY.

In connection with the OREGON RAILROAD AND NAVIGATION COMPANY.

Proposed Sailing from HONGKONG TO PORTLAND (OR.), and SAN FRANCISCO, via INLAND SEA OF JAPAN, KOREA and YOKOHAMA, taking cargo to JAPAN PORTS, the UNITED STATES and

THE Steamship **EVA**, 2088 Tons, Captain **PETERSEN**. This Steamship will be despatched on or about 1st December, for PORTLAND (OR.), via MOI, KOREA and YOKOHAMA.

Through Bills of Lading issued to any point in the UNITED STATES and CANADA. Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be accepted at the Office of the Underwriter until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond PORTLAND (OR.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland, (OR.). For further information as to Freight, Rates, &c., apply to

ARNOLD, KARBURG & Co., Agents, Hongkong, November 23, 1900. 2293

CHINA NAVIGATION COMPANY, LIMITED.

FOR WAI HAI-WEI.

THE Company's Steamship **YULAN**, Captain **NEISSON**, will be despatched on **TUESDAY**, the 4th December, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 20, 1900. 2238

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **CHINGTU**, Captain **WILLIAMS**, will be despatched on **MONDAY**, the 10th December, at 4 p.m. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 22, 1900. 2250

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship **CHINGTU**, Captain **WILLIAMS**, will be despatched on **MONDAY**, the 10th December, at 4 p.m. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 22, 1900. 2251

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship **DIAMANTE**, Captain **A. RAMAY**, will be despatched as above on **THURSDAY**, the 29th Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers**, Hongkong, November 27, 1900. 2340

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship **TAIWAN**, Captain **HARVEY**, will be despatched as above on **THURSDAY**, the 29th Inst.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 27, 1900. 2374

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship **HILLOLEN**, will be despatched for the above Port on **THURSDAY**, the 29th Inst., and will be followed by the **S. S. HUDSON**, about the end of December, and the **S. S. POLARIS**, JERNEN, about the middle of January, 1901.

For Freight, apply to **DODWELL & Co., Ltd.**, Hongkong, November 27, 1900. 2177

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. (Taking Cargo at LONDON Rates).

THE Company's Steamship **MYRRHUS**, Captain **TILLOTSON**, will be despatched on **SATURDAY**, the 1st December.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, Nov. 12, 1900. 2283

THE OSAKI & SHOSH KAISHA, LTD.

FOR FOOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship **AKASHI MARU**, Captain **K. SUZUKI**, will be despatched for the above ports on **WEDNESDAY**, the 5th December.

For Freight or Passage, apply to **MITSUMI BURSAN KAISHA, Agents**, Hongkong, November 22, 1900. 2348

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY. (In close connection with the Co.'s Accelerated Line to Trieste).

THE Company's Steamship **MAKIA PERESA**, Captain **T. RASCHETTI**, will be despatched as above on **THURSDAY**, the 6th December, in the Afternoon.

For information as to Passage and Freight, apply to **SANDER, WIELER & Co., Agents**, Hongkong, November 16, 1900. 2306

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **ANTENOR**, Captain **JACKSON**, will be despatched as above on **TUESDAY**, the 11th December.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 3, 1900. 2226

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship **GLENARTNEY**, Captain **E. G. WARREN**, will be despatched for the above Port on the 12th December.

For Freight or Passage, apply to **MCGREGOR BROS. & GOW, SHIP COMPANY, LIMITED**, Hongkong, November 20, 1900. 2187

FOR SYDNEY AND MELBOURNE.

(Calling at "YOUNG" Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship **AIRLIE**, Captain **ST. JOHN GEORGE**, will be despatched for the above Ports on **FRIDAY**, the 14th December, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents**, Hongkong, November 21, 1900. 2341

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship **DEVONSHIRE**, will be despatched for the above Port on or about 20th December, 1900.

For Freight, apply to **SHEWAN, TOMES & Co., Agents**, Hongkong, November 9, 1900. 2253

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship **ACHILLES**, Captain **BROWN**, will be despatched as above on **TUESDAY**, the 26th December.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, November 16, 1900. 2303

Mails.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **SOBRON**, Captain **L. M. WINKER**, R.N.R., carrying **H.M. Majesty's Mails**, will be despatched from this for **BOMBAY**, &c., on **SATURDAY**, the 8th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo, into a steamer proceeding direct to Marseilles and London; either cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to **A. M. MARSHALL, Acting Superintendent**, P. & O. S. N. Co.'s Office, Hongkong, November 24, 1900. 2305

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL, AND SOUTH AMERICA, &c.

Curly City, 3002, ... On 10th Dec. Kurem, 2403, ... On 12th Dec.

THE S.S. **Curly City** will be despatched for **SAN DIEGO**, and **SAN FRANCISCO**, via **MOI**, **KOREA**, **YOKOHAMA**, **HONOLULU**, on **MONDAY**, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents**, Hongkong, China & Japan. Hongkong, November 8, 1900. 2063

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailing from Hongkong. **Hongkong Maru**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Tuesday**, Dec. 18, at Noon.

Nagasaki Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Saturday**, Jan. 12, at Noon, 1901.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Thursday**, Feb. 7, at Noon, 1901.

THE **Twin-Screw S. S. HONGKONG MARU** will be despatched for **SAN FRANCISCO**, via **SHANGHAI**, **NAGASAKI**, **KOBE**, **INLAND SEA**, **YOKOHAMA** and **HONOLULU**, on **TUESDAY**, the 18th December, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point enroute.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Parcels will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, November 8, 1900. 1834

THE TRI-METRIC CLASSIC, translated from the Chinese, by E. J. KERR, Ph.D. To be had—Price 30 Cents the set—from the "CHINA MAIL" Office, 5 Wyndham Street.

THE THOUSAND WORDS FORM, translated from the Chinese, by E. J. KERR, Ph.D. To be had—Price 30 Cents the set—from the "CHINA MAIL" Office, 5 Wyndham Street.

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Mails.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR SHANGHAI AND JAPAN. STEAMSHIP CAPTAIN DATE. LONDON, ... Canton ... C. F. LOCKSTONE, R.N.R. Noon, 30th Nov. SHANGHAI AND JAPAN ... G. K. WRIGHT, R.N.R. ... About 4th Dec. LONDON, L. M. WINKER, R.N.R. ... Noon, 8th Dec. SHANGHAI, S. BARGHAM ... About 8th Dec.

PASSENGER SEASON, 1901. S. S. **PLASSY**, 7240 Tons, March 30th. **MARSEILLES AND LONDON** (Direct), Without Transhipment. S. S. **SOBRON**, 7382 Tons, April 27th. Without Transhipment.

* See Special Advertisement. * Passing through the Inland Sea. * For Freight only. For Freight or passage, and further Particulars, apply to **A. M. MARSHALL, Acting Superintendent**, P. & O. S. N. Co.'s Office, Hongkong, November 28, 1900. 979

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS Sailing Dates. **STUTTGART**, ... WEDNESDAY, 28th November. **KONIG ALBERT**, ... WEDNESDAY, 12th December. **PRINZ HEINRICH**, ... WEDNESDAY, 26th December. **PRINZESS IRENE**, ... WEDNESDAY, 9th January. **PRINZESS IRENE**, ... WEDNESDAY, 23rd January. **HAMBURG (HAMBURG-AMERIKA LINE)**, ... WEDNESDAY, 6th February. **KAISERSCHAU (HAMBURG-AMERIKA LINE)**, ... WEDNESDAY, 20th February. **KAISERSCHAU**, ... WEDNESDAY, 6th March. **STUTTGART**, ... WEDNESDAY, 20th April. **KONIG ALBERT**, ... WEDNESDAY, 17th April. **PRINZ HEINRICH**, ... WEDNESDAY, 1st May. **PRINZESS IRENE**, ... WEDNESDAY, 15th May.

ON WEDNESDAY, the 28th day of November, 1900, at 6 p.m., the Steamship **STUTTGART**, of the **NORDEUTSCHER LLOYD**, Captain **P. GROSCH**, with **M.A.S.S. PASSENGERS, SPECIE, and CARGO**, will leave this Port as above, Calling at **NAPLES and GENOA**.

Shipping Orders will be granted till Noon, on Monday, the 26th November, Cargo and Specie will be received on board until 5 p.m. on Tuesday, the 27th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to **Norddeutscher Lloyd, Melchers & Co., Agents**, 497

U. S. MAIL LINE.

Pacific Mail Steamship Company. VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailing from Hongkong. **City of Peking**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Tuesday**, Dec. 4, at Noon. **City of Peking**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Thursday**, Dec. 27, at Noon. **City of Rio de Janeiro**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honoluli), **Tuesday**, Jan. 22, 1901, at Noon.

THE U. S. Steamship **City of Peking** will be despatched for **SAN FRANCISCO**, via **SHANGHAI**, **NAGASAKI**, **KOBE**, **INLAND SEA**, **YOKOHAMA** and **HONOLULU**, on **TUESDAY**, the 4th December, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point enroute.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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